

INTIMATIONS

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ESTABLISHED 72 YEARS

WINE & SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

WATSON'S BRANDY.

Finest very old BROWN BRANDY, Guaranteed 25 years age, in wood. The finest LIQUEUR BRANDY on the market.

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DEATH.

JOANILLO. On 24th July, at 25, Caine Road, FLORENA MARIA, the beloved wife of Mr. ANTONIO B. JOANILLO. Deeply regretted. 1970

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 25TH, 1914.

GREAT as have been the triumphs of British Administration under many and varied conditions in different parts of the world, nowhere have they been more rapid and remarkable than in the Malay Peninsula. Clothed from end to end in a dense jungle through which the light of civilisation had never penetrated, this fertile region was terra incognita up to within forty years ago; and its inhabitants, divided under a group of rival petty rulers, were embroiled in perpetual strife amongst themselves. To-day the products of its mines and plantations have carried its name and fame into all the chief centres of commerce and peace, progress and prosperity reign where formerly anarchy and misery held sway. Excellent means of communication, modern methods of sanitation, pure water-supply, electric light—in short, most if not all of the amenities of European civilisation have been introduced. The country is traversed by a network of splendid roads, no less than 2,076 miles of which are metalled and present an admirable surface for motor-vehicles; while a well-equipped State railway runs from a point in Province Wellesley opposite Penang, in the North, to Singapore in the South, with several outlets to the sea-ports on the West Coast, and is about to be extended in a north-easterly direction through Pahang and Kelantan, and, in a northerly direction through Kedah and Perlis. In this way, eventually, a junction will be effected with the Siamese system, and, at some later date, no doubt, with the Burmese system, which it is proposed to link up with the Indian railways at Calcutta, thus giving a powerful stimulus to international trade. It is a remarkable fact that not only have all these improvements, of which the Federated Malay States are so justly proud, been carried out without recourse to public loans, but the Government have been able to lend money for similar objects to neighbouring States. At

the end of 1912 there was a net surplus of assets amounting to the substantial figure of seven and a half millions sterling. This is a point which those seeking fresh fields for the employment of capital would do well to bear in mind, for it renders unlikely the imposition of any onerous taxation calculated to stifle a new industry or cripple an old one. Obviously this very gratifying financial position could not have been attained unless there had been vigorous industrial and commercial development. Nevertheless, it will come as a surprise to most people to learn that the trade of the Federated Malay States is now more than double that of Portugal, whose sons were amongst the pioneers of Western civilisation in the East. The total volume of trade in 1912 amounted to nearly 27 millions sterling, the exports being valued at 18 millions and the imports at half this figure. This record is declared to have been eclipsed in 1913.

The chief article of export is, of course, tin, in the mining of which the Chinese have always held a commanding position. In twenty-six years the production of this metal has gradually increased from 28,000 to over 50,000 tons, which roughly represents half the world's output, and the value has advanced from £2,450,000 to £9,758,422. Next in importance, and likely soon to challenge the supremacy of tin, comes rubber, which yielded a return of about £8,500,000 sterling last year as compared with £124,000 in 1905 and £2,500,000 in 1909—a truly prodigious increase. Indeed, last year British Malaya supplied about half the world's consumption of cultivated rubber, and at all the rubber exhibitions held in Europe and America the principal awards have been won in open competition by Malayan Companies. It is worthy of note, in passing, that these magnificent results, with all their attendant advantages to Europeans, could not have been achieved without the employment of Indian and Chinese labour. There is, of course, a constant ebb and flow amongst the coolies; but it is a favourable commentary upon the treatment they receive and the wages they earn that every returning man or woman to India or China becomes an advertising medium for the Malay States, with the result that the wave of immigration brings an increasing supply into the country which more than compensates for the receding wave of emigration. The horrors of the Congo and Putumayo have, happily, no reflex in British Malaya.

The imports consist mainly of foodstuffs and manufactured articles. As a source of supply China holds first place in regard to silk goods, earthenware, crockery, and porcelain, provisions, drugs and medicines; while Hongkong enjoys practically a monopoly of the bamboo and rattanware trade. It says much, too, for the industrial enterprise of Hongkong that the Colony has displaced the United Kingdom as the chief source of the cement supplies, the respective figures for 1912 being £814,818 and £715,777 Straits currency. Japan contributes more than half the coal requirements of British Malaya, namely, 439,738 tons valued at \$4,346,319 out of a total of 861,102 tons. Hopes are entertained that in the near future British Malaya may be able to provide itself with supplies of this indispensable commodity from mines within its own borders, for an outcrop of coal in Selangor has been proved for a distance of 3½ miles and down to a depth of 150 feet. It is a comparatively young coal, and has a proved marketable tonnage of 3,200,000 tons over an area of 156 acres, and the likelihood of a much larger area being proved points to the probability of this coal-field exerting a considerable influence over the destinies of the Federated Malay States. The calorific value of this coal has been placed by a high authority at about three-quarters that of Cardiff steam coal.

Conscious of the attractions which British Malaya offers to the capitalist on the lookout for remunerative investments and to the tourist in search of beautiful scenery or big game, the Government issue a number of lucid and interesting illustrated booklets, containing a wealth of valuable and up-to-date information dealing with the country from both these aspects. In this age of advertisement when communities, following the example of commercial enterprises, neglect no opportunity of keeping themselves in the public eye, we applaud this effort to bring home to the people of the Empire the fact that there are under our own flag territories that promise quite as remunerative a return upon invested capital as, and even greater security than, the South American Republics, which have rivetted so much attention upon themselves by persistent propaganda. In the case of British Malaya, as in that of many of our other overseas Dominions, patriotism and profit can be most happily combined.

The first race at the Gymkhana this afternoon starts at 3.15.

Yesterday was the Chinese Festival of *Tu Shu* or "Great Heat."

It is announced that through traffic between Hongkong and Canton will be resumed on the Canton-Kowloon Railway to-day.

A sum of approximately \$500 has been subscribed by Officers, non-commissioned officers, and men of No. 88 Co., R.G.A., No. 83 Co., R.G.A., Royal Engineers, R.G.A. Detachment, Peking, R.N. Dockyard Police, and R.G.A. Sergeants' Mess, Victoria Barracks, for the widow and child of the late Gunner David Cunningham, No. 88 Co., R.G.A., who died last month from plague.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 12.30 p.m. yesterday:—
Cyclone or typhoon S.W. of Bonin Islands, moving N.E. or E.N.E.

AN ALLEGED DEBTOR AND HIS CREDITORS.

At the Magistracy yesterday, before Mr. J. R. Wood, a Chinese junk owner and four junk foks were charged with forcibly detaining one Chan Pui, since deceased, at Aberdeen, on the 21st inst. Mr. Moore (of Messrs. Johnson, Stokes & Master) told his Worship that he appeared for "five men, who were charged with unlawfully taking a man away, or something like that."

Sergeant Brazier informed the Magistrate that the first defendant and the four foks visited the junk on which a man named Chan Pui was engaged at about 5.30 p.m. on the 21st inst. regarding a debt of \$40 owed by Chan Pui to the first defendant. After a lengthy parley, and as Chan Pui refused to pay, the defendants took him ashore, to do which, it would be shown in evidence, a certain amount of force was used. He was eventually taken on board the defendant's junk. Chan Pui jumped overboard from the junk and was drowned. The officer said he was in his Worship's hands as to whether the defendants should be charged with manslaughter or the present charge of detaining by force should stand.

The case was remanded.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

TRADE MARK INJUNCTION AND A PROTEST.

On behalf of the Wong Lee Wai firm, 12, Bonham Street West, Mr. Eldon Potter (instructed by Mr. W. B. Hind, from Mr. G. K. Bruton's office), applied for an injunction against the Cheong Hing firm, 94, Des Vaux Road. The injunction was to restrain the defendants from selling and exposing for sale, and from fixing, or causing to be fixed to any case or cask, jar or bottle, containing defendants' wine and spirits, the trade mark of the plaintiffs, and from using or employing any labels, stamps or marks, so contrived as to represent the trade mark of the plaintiffs, and sold by them under their "double stork" trade mark. Mr. Potter explained the circumstances, and told how in February plaintiffs learned that fourteen cases of wine bearing their trade mark was on board the str. *Empire*. They obtained a search warrant, but, as the *Empire* was sailing that day, and the cases were at the bottom of the hold, it was arranged that they should not be delivered in Australia. So they were conveyed to Hongkong and back without being delivered. When the cases came back to Hongkong they were opened, and the jars of wine were found to bear the trade mark of the plaintiff firm.

Evidence was given by Mr. A. E. Carmichael, Registrar of Trade Marks, a member of the plaintiff firm and also one of the defendant firm.

Mr. Potter added that if further evidence were necessary he could show that the defendant firm also sent 50 cases of wine to San Francisco, bearing the plaintiff's trade mark.

His Lordship granted the injunction. Mr. Carmichael then remarked that he strongly objected to being called to give evidence in the case. The Ordinance pointed out clearly that his register should be sufficient in such cases.

His Lordship asked—Was it necessary to bring the Registrar here, Mr. Potter? Mr. Potter replied that he did not think it was.

Mr. Carmichael then said that he communicated with Mr. Bruton in the morning, and he was subsequently telephoned to the effect that it was not necessary for him to attend. Since then, however, he had been led to understand that his Lordship said he was to attend.

Mr. Potter remarked that he thought the register would be sufficient.

His Lordship—I was surprised to see the Registrar in the box myself. I think it is a misunderstanding, Mr. Carmichael.

Mr. Carmichael—My only wish is that this should not form a precedent.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HOME RULE CRISIS.

THE CONFERENCE.

PESSIMISM AS TO THE OUTCOME.

LONDON, July 24th.

The Conference was resumed at Buckingham Palace. It lasted for two hours, and the members then adjourned.

Afterwards Mr. Asquith had an audience with the King.

The Conference will be resumed to-day.

The papers are pessimistic regarding the Conference and the belief is expressed that its failure will be announced to-day.

There were many informal conferences between the leaders last night.

ANOTHER REBUFF BY THE PREMIER.

In the House of Commons, Mr. Asquith replying to Sir H. Dalziel said the sentence in the King's speech relating to Civil War obviously meant that apprehension was widely entertained and had been expressed by responsible and sober-minded persons, "among whom, perhaps, I may include myself."

DISSATISFACTION WITH MR. ASQUITH'S LEADERSHIP.

The *Daily Chronicle* accuses Mr. Asquith of inadequate leadership and asks if it was worth his while widening the apparent breach between himself and his party by the remarks he made yesterday.

THE ARMY AND THE CRISIS.

The *Daily Mail* states that Colonel Morris paraded the Irish Guards in barracks yesterday morning and addressed them, saying that he regretted that soldiers in uniform had given way to political demonstration.

The Dublin correspondent of the *Daily Telegraph* says a War Office order threatens to court-martial soldiers instructing Nationalist or Ulster Volunteers.

THE ALBANIAN PROBLEM.

INSURGENTS DEMAND THE WITHDRAWAL OF PRINCE WILLIAM.

LONDON, July 24th.

The Albanian insurgents in a letter to the Powers demand the withdrawal of Prince William, otherwise they threaten to destroy Durazzo. If the battleships fired they would not spare the inhabitants.

THE BRITISH BUDGET.

"SUBSTANTIAL ECONOMY" ON ARMAMENTS PREDICTED.

LONDON, July 24th.

The Finance Bill has been read a third time in the House of Commons.

Replying on the Finance debate Mr. Lloyd George said he believed that next year there would be a substantial economy on armaments without interfering in the slightest with the efficiency of the Navy.

GREAT BRITAIN RATIFIES THE OPIUM CONVENTION.

LONDON, July 24th.

Sir Edward Grey has announced in the House of Commons that His Majesty's ratification of the Opium Convention of 1912 was deposited on the 15th inst.

THE NEW MEXICAN GOVERNMENT.

A PEACEFUL TRANSFER DESIRED.

LONDON, July 24th.

Efforts are being made to convoke a Mexican conference in Washington to arrange for a peaceful transfer of the Government to General Carranza.

Brazil and Argentina are urging the United States to do her utmost to secure a general amnesty for Huerta's supporters.

THE REJECTED HINDUS.

LONDON, July 24th.

The *Komagata Maru* has sailed from Vancouver for the Orient.

THE SUPPOSED DOPING OF RACEHORSES.

LONDON, July 24th.

The report of the analyst of the saliva taken of the three placed horses at Sandown and one at Newmarket is that there was no sign of doping.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AUSTRO-SERVIAN CRISIS.

SEQUEL TO THE BOSNIAN MURDERS.

AUSTRIA'S ULTIMATUM TO SERBIA.

BELGRADE, July 24th.

The Austro-Hungarian Note has been delivered to Serbia. The Note demands the suppression of the Pan-Serbian movement and the punishment of the accomplices in the Sarajevo assassinations.

An answer is required by 6 p.m., the 25th inst.

VIENNA, July 24th.

The Austrian Note to Serbia demands—

1—The publication of the Serbian Government's condemnation of and regret for the anti-Austrian propaganda in the schools.

2—Punishment of the offenders.

3—Suppression of anti-Austrian teaching in the schools.

4—The dismissal of officers and functionaries whose names the Austrian Government reserves the right to communicate.

5—Acceptance of the collaboration of Austrian officials in suppressing the anti-Austrian movement.

6—Prosecution of accessories to the crime at Sarajevo, with the collaboration of the Austrian Government's representatives.

The Note also demands the arrest of the Serbian Major and State official who were compromised by the results of the enquiry at Sarajevo.

GRAVE SITUATION.

LONDON, July 24th.

The Austrian ultimatum is unexpectedly severe and uncompromising, and leaves scarcely a loophole for negotiation. The situation is regarded as most grave. Everyone is asking what attitude Russia will take.

The semi-official *Hungarian Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

REVOLUTIONARY MOVEMENT IN RUSSIA.

STRIKERS WAVE RED FLAGS AND SING REVOLUTIONARY SONGS.

St. Petersburg, July 24th.

The disturbances in Russia are now plainly revolutionary. Besides smashing the tram-cars, the strikers cut the telegraph wires, and upset vans with which they constructed barricades. The men waved the Red Flag and sang Revolutionary songs, and stoned the police, who were compelled to fire on their attackers.

It is known that five have been killed and eight wounded, but the total casualties cannot be ascertained, as the strikers always conceal the dead and wounded. Three police were seriously wounded.

The strikers attempted to destroy the Samson Bridge and the neighbouring waterworks.

The collisions between the strikers and the troops continued yesterday. A mob of several thousands stoned the windows of the Imperial Porcelain Factory.

The number of dead is believed to be much greater than has transpired.

FRANCO-RUSSIAN RELATIONS.

A JOINT STATEMENT ISSUED.

KRONSTADT, July 24th.

President Poincaré has left for Stockholm, after giving a banquet to the Tsar on the battleship *France*, when the most cordial toasts were exchanged.

Following a series of interviews between M. Sazonoff, the Russian Foreign Minister, and M. Viviani, the Premier, and Foreign Minister of France, a joint statement has been issued in which it is declared that the visit of President Poincaré to Russia has given the two Governments the opportunity of stating that there is perfect unanimity in their views on the various problems which solicitude for the general peace and European equilibrium imposes on the Powers, especially in the East (i.e., Near East).

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FRENCH PRESIDENT IN RUSSIA.

A MILITARY REVIEW.

LONDON, July 24th.

President Poincaré was present at a Review of 60,000 soldiers at Tzarevskoe Selo. President Poincaré was in a carriage with the Tsaritsa, and the Tsar was on horse-back.

DISASTROUS HURRICANE IN HUNGARY.

BUDA PESTH, July 24th.

Seven persons were killed and 37 injured as the result of a hurricane. The damage to property amounts to millions of francs. Not a single boat on the Danube escaped damage.

THE BISLEY MEETING.

LONDON, July 24th.

In the contest for the King's Prize, Private Fulton, of the Queen's Westminster, has won the Silver Medal, with a score of 195.

INTERNATIONAL LAWN TENNIS.

CHICAGO, July 24th.

In the contest for the Davis Cup Brookes (Australia) beat Schwengers (Canada): 6-2, 6-3, 6-2.

FUNERAL OF MR. J. F. COX-EDWARDS.

The following account is taken from the *Northampton Herald* of June 19th:—

There was an impressive scene on Saturday at Eton, when the funeral took place of Mr. J. F. Cox-Edwards, one of the victims of the *Empress of Ireland* disaster, who was well-known in this county. The deceased gentleman was the only son of the Rev. J. C. Cox-Edwards (formerly Rector of Eton). As a passenger of the ill-fated *Empress of Ireland*, he was returning via Vancouver from Japan. Mr. Cox-Edwards had spent many years in Japan and China, and since his retirement he had paid frequent visits to Japan, with which country he was thoroughly charmed.

The deceased was rescued at the sinking of the liner, but he unfortunately passed away soon after the survivors were landed at Rimouski. His body was brought to Liverpool in the *Abakian*, and was there met by Mr. W. G. Ward, of Wood-street, Northampton, who had the funeral arrangements in hand. It was conveyed to Northampton by train, and thence to Eton by motor hearse.

There was a large assembly at the funeral service, which was conducted by the Rector, Canon Jephson. The family mourners included the deceased's father, the Rev. J. C. Cox-Edwards; the Misses Constance, Maud, and Florence Cox-Edwards (sisters); Mr. H. W. Jones, Leicester (cousin). Amongst the large number present at the graveside were the Rev. G. H. and Mrs. Mullins (Great Billing), Mr. F. Robinson, and Mr. J. L. Earl (Churchyardens), Mr. C. Mabbott, Mr. G. Barker, Mr. E. Dick, Mr. C. Smith, Mr. F. Robson, Mr. John Barker, Mr. W. Smith (representing Mrs. Sotheby).

The service was choral, and included the chanting of Psalm xxxix., and the hymns "Let saints on earth," in concert sing, and "Abide with me." A beautiful collection of floral tributes were laid on the grave, including a large cross from the family, and a wreath from the European Manager of the Canadian Pacific Railway Company, Charing Cross.

The coffin was of oak, covered by black cloth, with silver-plated fittings, and it bore on the brassplate the plain inscription—

"COX-EDWARDS,
Died May 29th, 1914."

WIRELESS TELEGRAPHY ON SHIPS AT SEA.

Commandatore Marconi, presiding at the fourteenth annual meeting of the Marconi International Marine Communication Co., Ltd., said in the course of his speech:—

"It is a matter of great satisfaction to your directors—and, if I may be allowed to say so, especially so to me—to see this company now soundly on its feet earning reasonable profits and paying a fair return to its shareholders, for I cannot forget that when this company was first started, in the year 1900, it had for its object the introduction of wireless telegraphy upon ships at sea to save life and to save ships, but with very few exceptions we found very little disposition to take advantage of the valuable services which we offered. In these days, when many ships have been saved by means of wireless telegraphy and thousands of people owe their lives to the fact that installations are on board most of the important ships, it will be scarcely believable to those of our shareholders who have not been thoroughly acquainted with the development of the company that we expended something in the neighbourhood of £200,000 in creating and popularising our service before we were ever able to earn a profit. As a result, however, of the great energy of our staff and the hard work of every member of the company we are able this year, for the fourth successive year, to pay a reasonable dividend."

The number of ships which the company have fitted with wireless telegraph stations which they operate increased from 530 at the end of 1912 to 788 at the end of 1913, and that the same rate of progress continues, the number having become 873 at the date of the report. News receipts from ships' telegrams, news services, subsidies, rentals, etc., during the past year were £143,316, as compared with £100,332 of the preceding year, showing an increase in round figures of £43,000.

TELEGRAMS. TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

PRESIDENT'S BENEVOLENCE.

PEKING, July 24th.

Yuan Shih-kai has given a further \$25,000 for the relief of sufferers by the floods in Hunan, Kwangtung and Kwangsi.

THE QUEUE QUESTION.

PEKING, July 24th.

President Yuan Shih-kai is considering an Edict depriving all queue-wearing officials of their rank.

LOAN NEGOTIATIONS.

PEKING, July 24th.

The President has appointed Yang Shi-chi, Minister of Finance, as his deputy during the loan negotiations with the Quintuple Bankers' Group.

MR. GOODNOW GOES ON LEAVE.

PEKING, July 24th.

Mr. Goodnow, Legal Adviser, goes home on leave on the 1st of August and probably will return next year. His place will be filled, temporarily, by Professor Willoughby of Princeton University.

EUROPEAN SERVICE.

AUSTRIA AND SERBIA.

A DELICATE SITUATION.

BERLIN, July 23rd.

The Hungarian Premier, Count Tizsa, caused a postponement of the interpellation on Serbia by the Chamber at Budapest. He said the outlook was uncertain; a peaceful solution was possible, but, on the other hand, there was also a possibility of serious entanglements.

In view of the gravity of the situation peace has been established between all parties in the Hungarian Chamber of Deputies.

The Press of Europe generally hopes that Serbia may yield and so avert war.

A censorship for military reports has been ordered for Austria-Hungary. The mobilization has not begun yet, but preparations have been made for it in the event of Serbian resistance. Generals v. Hötendorf and v. Krobath have returned to Vienna.

A report will be made to H.M. the Emperor by General v. Hötendorf.

THE LABOUR DISTURBANCES IN RUSSIA.

BERLIN, July 23rd.

The operations in the Government factories at St. Petersburg are out on strike, as also are the men at the Baltic Docks. The strike has already spread to Riga, Moscow and Tiflis. The military guard all the railway shops.

The Ministers in Council have discussed the unrest.

ANTI-GERMAN AGITATION.

BERLIN, July 23rd.

The Russian Press protest against the anti-German threats in the Paris Press, France, it says, would work with Russia's sword, as France herself is not ready.

ALBANIAN INSURGENTS DEMAND REMOVAL OF PRINCE.

BERLIN, July 23rd.

The Foreign Ministers at Durazzo have received a letter from the rebels, demanding the removal of the Prince and threatening the eventual destruction of Durazzo unless their request is complied with.

Essad Pasha has arrived at Antivari, and continues his journey to the headquarters of the rebels at Fik.

THE BULGO-ROUMANIAN FRONTIER DISPUTES.

BERLIN, July 23rd.

Roumania and Bulgaria have nominated Commissioners for the arrangement of the frontier disputes. Good relations are now established between the officers of the frontier guards.

INTERNATIONAL LOAN FOR ALBANIA.

BERLIN, July 23rd.

M. Turkhan has been successful at Paris in obtaining an international loan for Albania.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

RUSSIA AND FRANCE.

LONDON, July 23rd.

M. Poincaré's visit to St. Petersburg receives little attention in England on account of the Irish crisis. *The Times*, strongly working for Russian interests, admonishes Austria and Germany to arrange the Serbian affair peacefully in view of the growth of the Russian Army.

A SLANDER REFUTED.

BERLIN, July 23rd.

The *Temps* (Paris) has news from Berlin that H.L.H. the German Crown Prince, at a banquet given by the British Ambassador in February, had called the British Military and Naval Attachés spies. It has been authentically established that His Imperial Highness never said anything of the kind.

EUCCHARISTIC CONGRESSES.

SILVER JUBILEE CELEBRATIONS IN HONGKONG.

In connection with the celebrations of the Silver Jubilee of the International Eucharistic Congresses, a reception was given by Bishop D. Pozzoni in the Roman Catholic Cathedral compound last evening and was attended by a very large number of people.

His Lordship the Bishop, in the course of a speech, said that as these Eucharistic gatherings first started in France, it was right that their Silver Jubilee should take place in France. The locality chosen for the celebration of such a glorious event was one that would fire the enthusiasm of the whole Catholic world, viz., Our Lady's shrine of Lourdes. After Rome and Jerusalem, Lourdes was the best known place in the Catholic universe. By a happy inspiration the idea was conceived of the entire Catholic world participating in the celebrations that were to take place at Lourdes; and he, with the other Bishops throughout the Catholic universe, was invited, with the flock under his charge, to unite in a great universal outbreak of joy in honour of the Sacramental presence of Jesus, the Son of Mary, in the Blessed Sacrament. He reminded his audience that it was their duty to pray most earnestly not only for peace and unity among themselves but also for peace and unity all over the world. They had witnessed of late a great and longed-for desire among their separated brethren for the unity of Christendom. That was a subject that must engage their most earnest attention and most earnest prayers. In Hongkong they could not help being especially attracted by the state of the great heathen world, especially the mighty empires of China and Japan, that lay so close to them. Only lately the former appealed earnestly for the prayers of Christendom. He called upon them to join in praying fervently and constantly for the return of their separated brethren to the peace and unity of the "one true fold," and for the conversion of the millions of heathen at their doors and in their midst.

Addresses were also given by Archbishop Hart, Major F. J. Bowen, Miss M. Loureiro, and Mr. A. M. C. da Silva. The following telegraphic messages have passed between the Catholic community of Hongkong and His Holiness Pope Pius X.:

Pope Rome.
Hongkong Catholics Eucharistic Congress Celebrations in meeting assembled invoke your blessing. Noronha Secretary.

REPLY.
Noronha Secretary Catholic Eucharistic Congress Hongkong Holy Father thanks filial homage and affectionately sends his blessing. Cardinal Merry Del Val.

-BELLIOS PUBLIC SCHOOL.

Before the school broke up for the summer holidays, the usual prizes for English Composition were distributed to the successful competitors by the Director of Education, Mr. T. K. Dealy.

Exceedingly handsome books are presented annually to this school by Mr. R. E. Bellios, son of the founder of the school, in memory of his father. A hearty vote of thanks in recognition of Mr. Bellios' generosity was given by the children.

The following is the list of prize-takers:—Kwan Wai Hing, Bertha Xavier, Anita Lopes, Alda Remedios, Lucy Lopez, Ho Hop Fu, Yuen Qwi Shun, Tsei Teo, Fung Mo Lim, Li Yuen Han, Ng Sau Kam, and Ng Min Han.

LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth's wire quotations from London dated 23rd July are as follows:—

Tronoh Mines	30/
British Burmah Petroleum	4/3
Ural Caspian Oil	38/9
Hongkong and Shanghai	234 15/- sellers.
Banks	
United Serdang	7/6
Mexican Eagle	36/3
Rubber Plant, Inv. Trust	8/-
Malakoff Premier Oil State	9/3
Shell ("Deas")	130/-
Indo-China (Combined)	37/6
Chinese Engineering	37/6
Hongkong Electric Trans.	17/-
Venture Trust, Ltd.	71d.
Pine Hard Pine	2/11
Plantation	2/11
Tone of the Rubber Share	Quiet.
Market	Quiet.
Tone of the Tin Share	Quiet.
Market	Quiet.

THE HONGKONG BANK CASE.

RESUMED HEARING.

The case in which Antonio Filomeno Remedios, aged 28, a clerk in Messrs. Jardine, Matheson & Co.'s office, and Reginald Oliveira Gutierrez, a clerk in the Hongkong and Shanghai Bank, are charged with conspiring to defraud the Hongkong and Shanghai Bank of divers large sums of money on the 4th May and divers dates before and after again came before Mr. Wood yesterday.

Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) prosecuted, Inspector Terrett represented the police, Mr. A. B. Crew was for Remedios, and Mr. J. H. Gardiner appeared for the second defendant (Gutierrez).

Mr. Alan Julius Donnys, in charge of the Outward Bill Department at the Hongkong and Shanghai Bank, deposed that the second defendant was employed in witness' department. There were two other Portuguese in the same department, but they were not there now. Letters of credit coming to Hongkong would pass through the department, and would first be handled by one or other of the Portuguese clerks. Each dealt with letters coming from different areas. The second defendant would deal with letters from America, Honolulu, and Batavia. If a customer came into the Bank from either of those places he would first see the shroff in witness' department. The shroff would give the letter of credit to Gutierrez. The second defendant would make out a first and second of exchange, which would be a bill of exchange drawn by the customer on the Bank which issued the letter of credit.

The second defendant would make an endorsement on the back of the letter, and draw out a debit note. That debit note, when signed by witness, would be an authority to the shroff to pay the money. After the papers had been prepared, but before witness' signature had been appended, the first and second of exchange would be brought to the customer for his signature. The second defendant would then bring witness the bill of exchange, the debit note, and also the letter of credit. Witness would then examine the letter of credit and the signature on the bill of exchange very carefully. If he found everything correct he would sign the endorsement on the letter of credit, thus reducing its value. Witness would retain the bill of exchange, and would then sign the debit note. The debit note would be handed to the second defendant, and then, if the letter of credit were not exhausted, he would also hand that to the second defendant, for him to hand to the customer. If it was exhausted, witness would keep it and send it in with the last bill of exchange.

Witness was then handed a copy of the letter signed "L. Lindhurst," and was referred to the passage beginning, "Re-postcard." This is a wonderful thing," he said. The process detailed in that passage substantially described the method followed in his department in regard to a letter of credit, except that witness would examine the letter of credit more carefully than was apparently thought by the person who wrote that letter. Only persons employed in banks, or who had information from bank employees, would be likely to know the system.

In answer to Mr. Crew Mr. Donnys said that in the category of persons likely to be more or less familiar with the system he would include former Bank employees. Detective-Inspector Terrett stated that he was in the Bank on the 4th June when the second defendant was interviewed by the Captain-Superintendent of Police. He was also present when the letter was shown to the second defendant when the latter admitted having written it. The second defendant said "I wrote that letter at the dictation of Mr. Remedios, of Messrs. Jardine, Matheson & Co.'s office."

Mr. Crew mentioned that his previous objections still held good in respect of this evidence. Mr. Lewis—My friend had better say he objects to all my evidence. It will save him bobbing up and down continually. Continuing, Inspector Terrett said he saw the first defendant write out Exhibit C and he was present when Mr. Messer produced the photographed letter, and read it over to him, informing him of the statement of the second defendant. The first defendant denied the truth of Gutierrez' statement, and affirmed that he didn't even know the second defendant. The latter said Remedios was a liar. Witness subsequently arrested both men. He took the second defendant to his desk, underneath which he found fragments of what eventually turned out to be two letters. Witness, with the assistance of the second defendant, pieced the fragments together.

Mr. Lewis said one of the letters was written on Messrs. Jardine, Matheson & Co.'s paper, and both were in the writing of the first defendant.

From another letter Mr. Lewis read:—"Have received a telegram this morning from Penang, and also a letter a few days ago." This letter was already in Court, and it was thanks to that telegram that the other man Ribeiro was arrested.

Inspector Terrett further stated that he went to the second defendant's house, and there fragments of another letter were produced. These were pieced together later.

Mr. Lewis said this letter was addressed to "Dear Bertie," and was signed "Antonio." It was in the same handwriting as the others. In that the first defendant referred to the fact that he was "hard up," and practically "broke," this was also on Messrs. Jardine, Matheson & Co.'s paper. On the same premises the Inspector found a tin-box, which contained putty, on which was an impression of a key. A key found on the first defendant was almost but not quite identical to this impression.

The case was remanded until this morning at 11.30.

"SUI TAI" AND "ON LEE" IN COLLISION.

THE INQUIRY CONCLUDED.

"ON LEE" HELD TO BLAME.

The hearing was resumed before Commander Beckwith, R.N., at the Marine Court yesterday of the case in which O. Hughes, master of the str. *On Lee*, was summoned by R. D. Thomas, master of the str. *Sui Tai*, for failing to observe the rule of the road at sea while navigating the str. *On Lee* on the West River on the night of July 13th, contrary to the International Collision Regulations.

Mr. V. D. Stevenson (from Messrs. Deacon, Looker, Deacon & Harston's office) appeared for plaintiff, and Mr. Dixon (from Messrs. Wilkinson & Grist) defended.

Henry Smyth, the chief engineer of the *Sui Tai*, said that he had been employed on the boat for four years, and during that time she had not had her trim altered for any reason.

The Magistrate—And how about her steering?—I have never had any complaint about her steering. In my opinion she is a good steering vessel.

What speed can you get out of her—ordinary speed?—About ten and a half knots; that is without pushing her.

Witness then produced his engine-room register, which showed that at 10.27 on the night of the collision the starboard engine was first stopped and then put full astern. At 10.28 the Captain rang up again and then both the engines were put full astern.

Evidence was also given by the chief engineer of the *On Lee*, Max Friedman. In answer to questions by the Magistrate he said that the *On Lee* could do eight or nine knots an hour without being pushed.

How much would she do if you pushed her?—That depends on the tide and the cargo, sir. I suppose she would then do about ten knots.

That is about her best?—Yes, sir.

On the night of the collision the ship was steaming normally, added witness, going at easy steam. She also had a heavy cargo. He first saw the *Sui Tai* when she was into us.

Captain Hughes was then re-called to be cross-examined.

Replying to the Magistrate he said that when he went below he left the bridge in charge of a certificated man. He did not go away to collect the tickets.

The two pilots are recognised very much by the owners, are they not?—They are in charge of the European officers. Witness added that when he came up on the bridge the mate was still in charge.

The two pilots were also there and they were all looking at the *Sui Tai*. The collision had actually taken place when he arrived on the bridge. When he came up the *Sui Tai* was going off astern, being then on the port bow of the *On Lee*.

Mr. Stevenson then asked—When you left the bridge in charge of the mate, what orders did you give him?—He told me that the *Sui Tai* was steering badly, and I told him to watch the *Sui Tai*, and then I went into my room.

Is the mate very well acquainted with the river?—He has made hundreds of trips up the river.

How long has he worked with you?—About three weeks or a month.

When you left the bridge, do you agree with Captain Somerville that your vessel was about mid-channel?—Yes.

Do you agree with Captain Somerville that your vessel was travelling at about eleven and a half knots?—Oh, no; we were only doing about eight knots.

Have you ever received any instructions from your owners regarding the employment of the pilots on your vessel?—The last manager told me to do what I liked with the pilots; I could sack them if I wanted to.

How long have you been with the Company?—About four and a half months.

Do you know of your own knowledge that two officers of your Company have been before this Court for breaches of the collision regulations?—Yes.

The Magistrate—I do not think that has any bearing on this case.

Mr. Stevenson—I want to know whether he knows anything about it. Have your owners given you any instructions with regard to the observation of the rules of the road—have they ever brought it to your attention?—No. We are supposed to carry out the rules of the road.

I want to know if they have given you any special instructions?—No.

Mr. Dixon then submitted that there was a complete disagreement of evidence as to the facts of the case on both sides.

The witnesses of the *On Lee* flatly contradicted what the witnesses of the *Sui Tai* had said. He submitted to his Worship that there must be a very grave doubt in his mind as to who was to blame for that collision. It would be impossible, he submitted, to allocate the whole of the blame on the *On Lee* more than on the *Sui Tai*. On those grounds he was going to ask that the charge should be dismissed, and that his Worship should not have the responsibility of saying who was to blame. The only outside evidence which they had was that given by Captain Somerville. He was the only independent witness, and one, he thought, who would not be swayed. Captain Somerville was absolutely clear when he said that the *On Lee* never swerved or went hard to port. He (Mr. Dixon) admitted that they were very unfortunate in having a witness like Chief Officer Jones, who was no doubt carried away by the excitement of the moment. He was a witness who could have said a lot.

The Magistrate—I think he did say a lot. (Laughter.)

Mr. Stevenson—So do I.

Mr. Dixon added that he thought that the whole case of this action was a letter which was written by his firm to the Hongkong Steamboat Company. When they got this letter they thought they would get some satisfaction before that

Court, and secure the decision of his Worship. He did not think that the evidence was sufficiently strong to warrant such a decision. Speaking as a layman, he thought that the *Sui Tai* was in fault. The *On Lee* was the overtaking ship and that being so the *Sui Tai* should have got out of their way. There was plenty of room on the starboard side, but in spite of that the *Sui Tai* "bumped" into them.

Mr. Stevenson quoted the International Collision Regulations to show that such an offence as the one under notice should be treated as a misdemeanour, and his Worship had power to deal with the case as such. Under the Merchant Shipping Act it also said that if a damage to person or property arose from the non-observance by any ship of the collision regulations it shall be deemed to be wilful default. Under the law also, if there was any departure from the collision regulations the people who were responsible were the master or the owner. He did not think that they had had any evidence by which they could place the ownership of the vessel, but he thought that there had been evidence to show that there had been a very serious breach of Articles 23 and 24 of the regulations by Captain Hughes.

Mr. Dixon—Or the person in charge of the bridge at the time.

Mr. Stevenson added that the *Sui Tai* was in her right channel, so that it was the duty of the master to keep the course the whole way. Articles 19 and 22 pointed out that when a vessel wanted to get out of the way of another vessel, if the circumstances of the case admitted, the vessel was to avoid crossing ahead. That was what happened in this case. The *Sui Tai* was on her proper channel and it was the duty of the *On Lee*, which was coming up, to go astern, or stop. Judging by the two speeds of the vessels he did not think they could say that they were racing. Also, if the *Sui Tai* was steering badly, one would have expected the master of the *On Lee* to have given some signal or to have kept out of the way. Instead of this he bored in, incidentally a capillary action set in, the boats got very close together, and they were drawn inwards. He thought that the action of the master of the *Sui Tai* was in order and in accordance with articles 21 and 22. Those stated that in order to avoid an inevitable collision a master must depart from the rules and take such action as in the special circumstances seem to be imperative. He at least gave orders for the starboard engine to run astern, and then he gave the order for both the engines to stop astern. He (Mr. Stevenson) thought that the master of the *Sui Tai* was the only person capable of appreciating the risk, and he asked his Worship to find, or to express the opinion, that the action of the master of the *Sui Tai* was seamanlike, and he also asked him to find that Captain Hughes had been guilty of a breach of the Collision Regulations, articles 23 and 24.

In giving judgment, the Magistrate said—This has been a very lengthy case, with considerable hard swearing on both sides. So I have had to sift very carefully the various evidence given. Analysing the evidence given by the master of the *Shun Lee*, I am of opinion that it would be extremely difficult, if not impossible, at night, astern and steaming in the opposite direction, to know which of the two ships was the converging one, or whether they were not both converging, unless the coloured side-lights could be seen. And I think that a rough bearing taken as stated, between two bridge rails, would be of very little use, because such bearing, taken by the eye on the hull, would take a considerable time to alter sufficiently for the eye to detect, unless crossing at a right angle, when the side-lights would be seen.

The master of the *Shun Lee* also emphatically stated in his evidence that when both ships came close together, the *Sui Tai* went broadly off to starboard of the *On Lee*. Now all the evidence before me, of both sides, goes to prove that the *Sui Tai* went astern, and then came up to port of the *On Lee*. So I fear I must dismiss this evidence from my summing up. After going very carefully through the evidence given by the *Sui Tai* officers, which is again substantiated by the engine-room register, I find that this ship was steering a good and proper course, after leaving Ki O for the Swallow, and that the officer in charge, seeing the *On Lee* closing on him, altered his course further to starboard, and finally stopped the starboard engine, the effect of which, without turning screws, would be to cant the *Sui Tai*'s head to starboard, and that when the collision was inevitable the *Sui Tai* was put full speed astern, which was good seamanship, and minimised the force of impact. The *Sui Tai* then went astern and came up on the port quarter of the *On Lee*. In my opinion, there was no contributory negligence on the part of the *Sui Tai* towards the collision. This summons lies against the master of the *On Lee*, who, it has been proved to my satisfaction, was off duty at the time of the collision, having been properly relieved. So I dismiss the case against the master, Mr. Owen Hughes. But I find that the *On Lee* contravened Rule 19 of the Regulations for the prevention of collision, and passed ahead of the *Sui Tai*. And taking into consideration that it is a well-known fact in this port that these Chinese-owned West River steamers are run and navigated entirely by their pilots, with the full consent of the owners, I find the str. *On Lee* to blame for the collision."

EXCUSE FOR A WITNESS' EXCITEMENT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 24th July, 1914.

SIR,—In your issue of Thursday, 23rd inst., re the West River collision, in which I am described as an excited witness, I have to admit that fact; but, this being the first time I have been a witness in the Court, and the first time a mishap has occurred during my watch on deck for the past 25 years that I have acted as master or officer of steamships, and also the first time I have witnessed an overtaking steamer collide with the overtaken one that I at any time have had charge of, I beg to be excused.

F. W. JONES,
Chief Officer, S.S. *On Lee*.

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING of Members will be held at the JOCKEY CLUB OFFICE on FRIDAY, 31st July, at 6 o'clock p.m. to arrange about the Subscription Griffiths for next year's Race Meeting.

G. H. POTTS,
Acting Clerk of the Course.
Hongkong, 24th July, 1914. [97]

APOSTLESHIP AND PRAYER.

HONGKONG.

NOTICE.

TO celebrate the SILVER JUBILEE of the INTERNATIONAL Eucharistic Congress, Association of the League with kind assistance of their Friends, will hold a Literary and Musical Festival in the Hall of the Catholic Union Club TO-MORROW (SUNDAY), 26th instant, at 10.30 A.M., to which all Associates, their Families and Friends are cordially invited. No Cards.

J. M. S. ROSARIO,
Hon. Secretary.
Hongkong, 25th July, 1914. [972]

CANTON-KOWLOON RAILWAY.

THROUGH TRAFFIC between HONGKONG and CANTON will be resumed on SATURDAY, the 25th instant, by all Trains with the exception of the Train due to leave KOWLOON at 12.45 A.M. and the Train due to leave CANTON at 6.15 P.M.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.

By Order,
ROBERT BAKER,
Acting Manager,
British Section,
Kowloon-Canton Railway.
Kowloon, 24th July, 1914. [973]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship.

"HOLSAFTA."

Captain E. Deinet, having arrived Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo—
Ex ss. "Tishin" from Stockholm.
Ex ss. "Drammen" from Seta.
Ex ss. "Jarl" from Copenhagen.
Ex ss. "Garmar" from Göteborg.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 24th July, 1914. [974]

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-DAY (SATURDAY), the 25th July, 1914, commencing at 3 P.M.

The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, 25th July, 1914. [929]

WANTED.

A FURNISHED HOUSE, from 1st November, for six months or one year, Four Bedrooms, Dining and Drawing Room, Garden.

Kennedy, Bowen, or Robinson Road level preferred.

Reply—Care of "Daily Press" Office.
Hongkong, 23rd July, 1914. [966]

S.S. "TING-SANG" (Wrecked).

SHIPPER and UNDERWRITERS interested in the Cargo of this Steamer are requested to communicate with the Under-signed within three months from date.

GILMAN & Co.,
Lloyd's Agents.
Hongkong, 23rd June, 1914. [880]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-houses by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster.

HERBERT L. BEEB, L.C.E.
[943]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July, to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPEE,
Secretary.
Hongkong, 14th July, 1914. [945]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July, to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPEE,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
West Point Building Co., Ltd.
Hongkong, 14th July, 1914. [946]

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

General Agents for the
West Point Building Co., Ltd.
Hongkong, 14th July, 1914. [946]

HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held at the Offices of the General Managers at Noon on MONDAY, 27th inst., instead of as previously notified.

By Order,
A. SHELTON HOOPEE,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Managers.
Hongkong, 7th July, 1914. [913]

TENDERS ARE INVITED FOR WASHING ARTICLES Officially Supplied to H.M. Ships at Hongkong for 1 year from 1st September, 1914.

Forms giving particulars of the Articles and the Terms of the Contract may be obtained by application to the Commanding Officer, H.M.S. "TAMAR."

The Forms when completed should be sent to the Commanding Officer, H.M.S. "TAMAR," in a sealed envelope marked "TENDERS FOR WASHING."

No Tender will be received after the 31st instant.

The lowest or any Tender will not necessarily be accepted.

Hongkong, 24th July, 1914. [969]

THE REPUBLIC MOTOR BOAT CO., LTD.

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Terms \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—
AH KING'S Shipway,
WANCHAI.
Hongkong, 27th June, 1914. [874]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of July, 1914, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND, at the Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Boundary Measurements (Approximate).	Contents in Acres and Roods.	Area in Acres and Roods.	Use.
1	120 feet by 120 feet	1 1/2	1 1/2	Residential
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5	120 feet by 120 feet	1 1/2	1 1/2	Residential
6	120 feet by 120 feet	1 1/2	1 1/2	Residential
7	120 feet by 120 feet	1 1/2	1 1/2	Residential
8	120 feet by 120 feet	1 1/2	1 1/2	Residential
9	120 feet by 120 feet	1 1/2	1 1/2	Residential
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Hongkong, 20th July, 1914. [854]

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Telephone No. 650.
Hongkong, 15th May, 1914. [710]

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

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Hongkong, 24th February, 1914.

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Hongkong, 5th April, 1913.

Hongkong, 14th May, 1914. [15]

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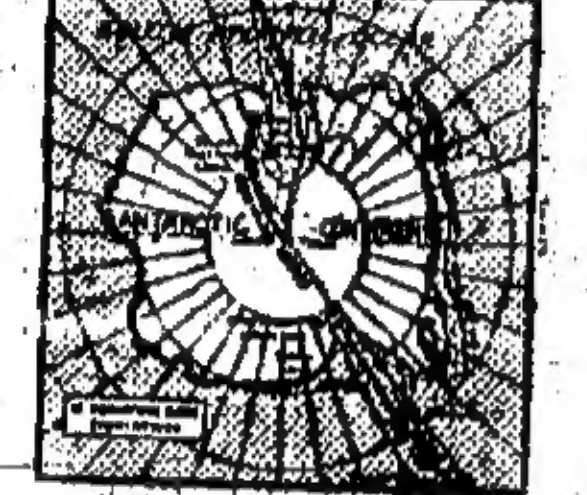
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PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, June 26th.

THE POSTAL STRIKE.

Last week we had to contend with the Ministerial crisis and miniature earthquakes; this week we have been put to considerable inconvenience by the postal strike, all the more troublesome because it started without warning last Tuesday night. It was a lightning-strike which ended in a fiasco—an unpleasant comedy. Only the employees of the Hotel des Postes or Paris General Post Office, situated in Rue Etienne Marcel, were in the know, for the intention to suddenly go on strike had been a well kept secret. The first intimation of the disorder was when the employees—as a protest against the delay of the Senate in passing the Bill which increases their pay and raises their rent allowance from 300 francs (£12) to 400 francs (£16)—prevented the departure of the foreign mails and entrenched themselves in the G. P. O. buildings, using mail-bags as a barricade. Another section started unharnessing the horses of the mail vans. By this time the assistance of the police was called; the arrival of the agents or police was the signal for further grave disturbances; stones and mail-bags were dropped on the heads of the intruders, causing many injuries. Eventually the police were beaten back by the strikers, who closed the gates, behind which they erected more mail-bag barricades. The police only succeeded in capturing one of the foolish strikers. News of the defeat of the police soon reached the ears of M. Hennion, the Prefect of Police, who at once summoned the soldiers; the latter soon made short work of the strikers, and became masters or guardians of the Hotel des Postes. One would feel inclined to smile at such a comedy were it not for the enormous amount of inconvenience caused by the postal strike. Millions of letters and parcels laid about undelivered; the strikers, beyond refusing to handle the bags, in no way tampered with them. They were not at war with the public but with the Senate—hence the repeated cries of "Abas le Sénat!" or "Down with the Senate." Both M. Thomson, the Minister of Posts and Telegraphs, and M. Hennion, the Prefect of Police, tried their hardest to bring the dissatisfied men to their senses, and urged them to return to work without delay, for the sake of the public. The strikers at first refused, insisting on the unconditional release of their comrades-prisoners. In less than 24 hours the strike was over—for the present at least. The Postmaster General agreed to receive a deputation from the postmen on strike provided they returned to work immediately; this condition was accepted, and the storm blew over. Though it was of short duration, the results have been awfully serious to the business community of this and other capitals. Picture to yourself a large number of men attending the Central Office of the Paris G.P.O. at the usual time, and remaining with folded arms, strictly refusing to do any work. Such were the novel lines on which the great postal strike here was conducted; the idea was borrowed from Italy. The Government has promised to see that the strikers' requests are passed by the Senate. No more "down bags" for Parisians. Though M. Thomson, the new Minister of Posts and Telegraphs, has only been a week in office, he already finds himself the target of a million reproaches. No wonder he looks so very unhappy. The strikers would not have surrendered so soon but for the pangs of hunger. After holding the fort for nearly a whole day without food, the "heroes" made signals to friends outside in the street to "buy provisions" for them; and they lowered sacks by long strings from the windows to draw up the much-needed supplies. As consignments of loaves, cheese, and bottles of wine were attached to the dangling strings, or thrown into the mail bags, the watchful police immediately dashed forward and cut the strings. Thus were the strikers starved into submission. Unpopular as the Chamber of Deputies is, the Senate has become still more so. Everyone is apparently waiting for a settlement of their long-standing accounts, and the Treasury's funds are very low indeed.

FRANCE AND RUSSIA.

Are the relations between France and Russia as cordial as they were, or should be? This is a rather significant point to raise when President Poincaré is about to leave for St. Petersburg with Premier Viviani. President Poincaré has hitherto been a *persona grata* with the Russians, and that he is so still is the opinion of most people. Had not the three years' military service law been maintained—as urged by Russia during the crisis—Russia would have been greatly displeased with her ally, and there is no telling what she might or might not have done. The present French Ministry is not a popular one

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23 July	24 July	25 July	3 Aug.	14 Aug.	14 Aug.	16 Aug.	21 Aug.
30 July	31 July	1 Aug.	10 Aug.	21 Aug.	21 Aug.	23 Aug.	28 Aug.
6 Aug.	7 Aug.	8 Aug.	17 Aug.	28 Aug.	28 Aug.	30 Aug.	4 Sept.
13 Aug.	14 Aug.	15 Aug.	24 Aug.	4 Sept.	4 Sept.	6 Sept.	11 Sept.
20 Aug.	21 Aug.	22 Aug.	31 Aug.	11 Sept.	11 Sept.	13 Sept.	18 Sept.
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1 Oct.	2 Oct.	3 Oct.	12 Oct.	21 Oct.	21 Oct.	23 Oct.	28 Oct.
			19 Oct.	28 Oct.	28 Oct.	30 Oct.	4 Nov.

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[630]

utmost caution, as there is no telling from one moment to another when the workmen themselves may be engulfed. It is a very terrible state of affairs, Parisians are still panic-stricken, and wonder where and when it will all end.

THE VILLAGE BLACKSMITH.

FINED FOR SINGING A PSALM.

An amusing case was heard by the Woodbridge Bench when Charles Tunstall, the village blacksmith of Tunstall, was charged at the instance of one of the churchwardens of Tunstall Church, with disturbing the congregation. Tunstall was formerly a member of the church choir, but left it of his own accord, and became an ordinary member of the congregation. In this capacity he evidently thought his voice would be heard to

greater advantage. The result was described by the churchwarden: "Tunstall continually disturbs the congregation by his singing," he said. "He sings out of tune very loudly and continues long after the others have ceased." The rector of Tunstall said he was most discordant, while the Rev. Oswald Ryan Horwood, who conducted the service on the occasion for which Tunstall was summoned, said that the latter's singing so disturbed the congregation that many people left the church, and others covered their ears. I stopped the service, added Mr. Horwood, "and as I was unsuccessful in inducing Tunstall to leave the church, I dismissed the congregation. The noise made by him certainly was singing, but it was very loud, and he was continually behind the congregation. The thing has gone on Sunday after Sunday, and has got on the people's nerves." Tunstall said he was singing the tenor parts of the Psalms. He was fined 21 and costs, but said he would go to prison.

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REVIEWS.

(Continued from Page 6).

My Varied Life. By F. C. PHILLIPS. London: Eveleigh Nash.

The author of that successful novel "As in a Looking Glass" has written a pleasantly discursive book of reminiscences which brings us into touch with many prominent personages of the last sixty years. It is not too autobiographical, neither does it concern itself often with the infinitely trivial, but it is not heavy or historical, nor has it any society secrets to reveal. It is just one of those restful, gossipy books that the jaded worker likes to take up in odd moments to obtain relaxation for the over-worked brain.

Mr. Phillips' father, the Rev. George Washington Edwards Phillips, was born in 1780, when his parents were visiting America, and he had for his godfathers, General George Washington, the first President of the United States, and General Edwards. He refused a bishopric from Lord Derby when that statesman was Prime Minister. The family had many military connections, and going straight from Brighton College to Sandhurst, young Phillips passed first in Latin and came out twentieth out of a hundred and eighty at the entrance examination.

Shortly before he was nineteen, he was gazetted to the 2nd Queen's Royals, then stationed at Birr or Parsonstown, in King's County, Ireland. He chose that regiment as he had a brother in it, who was a captain, and he knew all the officers from the colonel down to the junior ensign. He had a happy time in the army, and he has a good deal to say about soldiering—as a practical joke of racing and prize-fighting, of practical jokes and gambling, giving an agreeable portrait of Sam Lewis, the well-known money-lender, and making some comments on the Valentine Baker case, which caused some stir in our early days. Having a predilection for theatricals, however, he resigned his commission and entered into theatrical management under the name of Fairlie. This brought him into touch with most of the theatrical stars of a generation ago, and he mentions that in his early days he engaged the late Sir Henry Irving for as low a sum as £12 a week. It was during this period of his career that he opened the Royal Theatre, Glasgow, with Madame Favart, Sir Herbert Beerliohm Tree (now the talented proprietor of His Majesty's in London) and Fred. Leslie being in the cast, and he claims to have been the first Englishman to have a work of his own produced in Paris. This was M. Pierre Berton's adaptation of *As in a Looking Glass*, and he was fortunate enough to have Sarah Bernhardt in the principal part. Mrs. Bernard-Bear (who had, if we mistake not, a very intimate connection with Hongkong) also played the leading part in the same play on a subsequent occasion. Having been fortunate in his theatrical enterprises, he has, naturally, some pleasant things to say about the theatre. "I should say," he writes, "that a dramatist who knows his craft, and sticks to it and does not live extravagantly, and has his business affairs well looked after for him, ought to be able to live at an average rate of £200 a month, and to die, after an ordinary tenure of his life and profession, worth £30,000 or £40,000. But you can no more predict the exact chance of a dramatist or the exact circumstances that influence his career than you can attempt the same for a King's Counsel or for a physician."

As to dramatic critics I wish to speak with all respect, but at the same time I cannot but think that the majority of managers hold them in unnecessary dread. My own opinion, briefly put, is that no critic, or combination of critics, can make a bad play into a success or ruin a piece that deserves to succeed. It is in this portion of his book that Mr. Phillips gives the following story told him by the late Mr. Robert Emery:—

"There was a Scotsman who had a persistent habit of saying, 'Ah, well, it might have been worse,' when he was told of anything dreadful that had happened. On one occasion a friend of his stopped him in the street and said excitedly, 'I say, have you heard the news about Robinson?' 'No,' replied the Scotsman, 'what's he been up to now?' 'Why, I hear he came home unexpectedly on Friday night, found his wife in a compromising position with her doctor, and shot them both.' To the great surprise of his friend, the Scotsman did not make his usual comment, so after a second or two the friend observed, 'Well, I suppose you can't say this time that it might have been worse.' 'Oh, yes, I do,' answered the Scotsman, 'I was just thinking that if Robinson had come home on Thursday night instead of Friday, he might have shot me.'"

In 1880, Mr. Phillips decided to embark "in the most perilous profession in the world" and to join the Bar. He was called by the Middle Temple in 1884, and joined the South Wales Circuit. The major portion of this volume is made up of chit-chat about famous judges and prominent counsel. There are so many good stories, some of them throwing sidelights upon the influences that make or mar legal reputations, that we are tempted to reproduce more than our space will permit of, and so must be content to say that the stories will interest others than lawyers. But we cannot refrain from quoting the last of the series. "A Scotch judge, recently appointed, tells a story of a friend of his, a member of the Junior Bar, who came up from Edinburgh to take part in a case that had to be decided by the House of Lords. When he returned, he was asked by his friends how he got on."

"Did you make a speech, Alexander?" asked one of them.

"No, I didn't make a speech, but I made a remark."

"Indeed, and what was that?"

"Well, you see, my leader was away for a minute or two, so I got up and I said, 'Oh, my Lords, Sir Francis will be back directly; he has just gone out to wash his hands.'"

It was on the suggestion of the late Sir Robert Peel that Mr. Phillips decided to give up active practice at the Bar and to devote himself to literature and journalism. He has been successful in both, and in his later days has had the friendship of many leading men of letters, both in London and in Paris, and now that his family has been launched on the world on their own account—he was twice married—he is spending the close of his life, with his pretty white bull-dog, in the calm of his chambers in the Temple. We close this notice of a very enjoyable volume with the following story told him by Lord Alfred Paget, a former Equerry of Queen Victoria:—

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PRICE ... \$1.
HONGKONG, 11th October, 1913.

CHURCH SERVICES.

St. Peter's Church, West Point, Sunday, July 26th. Morning prayer at 11 a.m. Preacher, Rev. D. B. Reynolds.

First Church of Christ, Scientist, MacDonnell Road, Sunday, 11.15 a.m., Wednesday, 5.30 p.m.

VESSELS ON THE BERTH

ORIENTAL AFRICAN LINE.

For SINGAPORE, MAURITIUS AND SOUTH AFRICAN PORTS.

THE Steamship

"SALAMIS"

4,000 tons, Captain D. A. Gardiner, will be despatched on above TO-DAY, 26th July, at Noon.

For Freight and Passage apply to—
THE BANK LINE, LTD.,
Managing Agents.
Hongkong, 11th July, 1914. [91]

THE "INDRA" LINE, LIMITED.

For BOSTON AND NEW YORK.
(With Liberty to Call at Malabar Coast.)

THE Steamship

"INDRAKUALA"

Captain A. H. Smith, will be despatched at above on MONDAY, 27th July.

This Steamer has excellent accommodation for all classes of passengers.

For Freight and Passage apply to—
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 4th July, 1914. [903]

GLEN LINE

(McGREGOR, GOW & CO., LTD.)

For GLASGOW AND ROTTERDAM.

THE Steamship

"GLENSTRAE" (Capt. J. McMillan).

The above Steamer will be despatched for the above Ports on or about 2nd July.

For LONDON AND ANTWERP.

S.S. "GLENLOCH" (Capt. E. J. Stallard).

The Steamer will be despatched for the above Ports on or about 10th August.

Saloon Fare, Hongkong to Glasgow or London, £40.

For freight or passage apply to—
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd July, 1914. [946-955]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, SYDNEY, HONGKONG AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZILIAN, PERMANENT, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"

Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, 26th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into this Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped on the 18th Sept., 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 20th July, 1914. [1]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE"

Captain Connell, will be despatched at above on WEDNESDAY, 26th August.

This Steamer has excellent accommodation for a limited number of S. I. Passengers.

For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
General Agents.
Hongkong, 8th July, 1914. [918]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 1st Aug. at Noon
LONDON & ANTWERP via SINGAPORE, &c.	DEVANHA	Brit. str.	—	O. R. Longdon, R.M.R.	P. & O. S. N. Co.	About 5th Aug.
LONDON, HULL & ANTWERP	DEVANHA	Brit. str.	—	E. J. Stallard	SHEWAN, TOMES & Co. Co., Ltd.	About 10th Aug.
LONDON & ANTWERP	DEVANHA	Brit. str.	—	Helfer	JARDINE, MATHESON & Co., Ltd.	On 31st Aug.
HAMBURG & ANTWERP	DEVANHA	Brit. str.	—	Chapman	MESSAGERIES MARITIMES	On 13th Sept.
MARSEILLES via SINGAPORE, SPORE, COLOMBO, PORT SAID	DEVANHA	Brit. str.	—	Hines	NIPPON YUSEN KAISHA	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DEVANHA	Brit. str.	—	Frerichs	HAMBURG-AMERICA LINE	On 29th inst. at 10 A.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	DEVANHA	Brit. str.	—	Hensen	HAMBURG-AMERICA LINE	On 22nd Aug.
MARSEILLES, HAMBURG & ANTWERP	DEVANHA	Brit. str.	—	Jas. McGillivray	HAMBURG-AMERICA LINE	On 24th inst.
GLASGOW & ROTTERDAM	DEVANHA	Brit. str.	—	Debnat	SHEWAN, TOMES & Co.	On 10th Sept.
GENOA, HAVRE & HAMBURG	DEVANHA	Brit. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 10th Sept.
H. VES. BREMEN, HAMBURG & ANTWERP	DEVANHA	Brit. str.	—	Chase	HAMBURG-AMERICA LINE	On 11th Aug.
HAVRE, BREMEN & HAMBURG, &c.	DEVANHA	Brit. str.	—	MacKenzie	HAMBURG-AMERICA LINE	On 25th Aug.
HAVRE, BREMEN & HAMBURG, &c.	DEVANHA	Brit. str.	—	Schroter	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE, BREMEN & HAMBURG, &c.	DEVANHA	Brit. str.	—	Joachim	HAMBURG-AMERICA LINE	On 21st Sept.
VICTORIA, TACOMA, SEATTLE & PORTLAND	DEVANHA	Brit. str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
VICTORIA, B.C. & TACOMA via KANGAROO & JAPAN	DEVANHA	Brit. str.	—	J. Kanoo	JARDINE, MATHESON & Co., Ltd.	On 6th Aug. at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEVANHA	Brit. str.	—	O. Mundt	OSAKA SHOEN KAISHA	On 10th Aug.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	DEVANHA	Brit. str.	—	Caull	OSAKA SHOEN KAISHA	On 19th Aug. at 4 P.M.
VICTORIA, B.C. & TACOMA via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Debnat	SANDER, WILSON & Co.	On 15th Aug. at 3 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	S. Robinson	SANDER, WILSON & Co.	On 5th Aug. at 10 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	A. Zeeder	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	H. Thompson	ARMSTRONG, KERR & Co.	On 5th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	G. I. Smith	HAMBURG-AMERICA LINE	On 15th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	O. Juran	CANADIAN PACIFIC R. Co.	On 2nd Aug. at 1 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Dickinson	PACIFIC MAIL S.S. Co.	On 4th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	K. Soysa	OSAKA SHOEN KAISHA	On 11th Aug. at Noon
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Schank	NIPPON YUSEN KAISHA	On 29th inst. at Noon
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	E. Forsyth	GIBB, LIVINGSTON & Co.	On 31st inst. at 11 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Doan	MELBOURNE & Co.	On 5th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Spencer Wilde	TOYO KISEN KAISHA	Quick despatch
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Doris	JAVA-CHINA-JAPAN LINE	On 31st inst.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	W. Benson	NIPPON YUSEN KAISHA	On 29th inst. at 11 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	W. P. B. Ker	NIPPON YUSEN KAISHA	On 23rd inst. at 5 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. Maestral	JARDINE, MATHESON & Co., Ltd.	On 31st inst. at 10 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	W. R. Le Mare, R.M.R.	BUTTERFIELD & SWIRE	On 4th Aug. at 10 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	To-day, at Midnight
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. T. Jeffery	MESSAGERIES MARITIMES	To-day, at 5 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. Bortfeldt	BUTTERFIELD & SWIRE	On 27th inst.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at 4 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Kamachita	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at Noon
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Y. Yamamoto	BUTTERFIELD & SWIRE	On 3rd inst. at 4 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	K. Murakami	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	A. E. Hodgins	SANDER, WILSON & Co.	On 1st Aug. at 8 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	A. H. Stewart	P. & O. S. N. Co.	On 1st Aug. at M'night
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. W. Evans	MELBOURNE & Co.	About 5th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	W. O. Fennimore	JARDINE, MATHESON & Co., Ltd.	About 5th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	P. H. Rolfe	NIPPON YUSEN KAISHA	On 18th Aug. at Noon
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Finlayson	NIPPON YUSEN KAISHA	On 12th Aug.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	W. G. G. Leach	JAVA-CHINA-JAPAN LINE	Quick despatch
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Pennafather	OSAKA SHOEN KAISHA	On 30th inst. at 2 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	K. Sukawa	OSAKA SHOEN KAISHA	To-day, at 11 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Torada	DOUGLAS LAFRAIR & Co.	To-morrow, at 10 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	F. Wheeler	DOUGLAS LAFRAIR & Co.	On 28th inst. at 11 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	D. A. Gardiner	DOUGLAS LAFRAIR & Co.	On 31st inst. at 11 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	Yoshikawa	DOUGLAS LAFRAIR & Co.	To-day, at 2 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	R. Glegg	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	C. J. Swanson, R.M.R.	JARDINE, MATHESON & Co., Ltd.	On 1st Aug. at 2 P.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. Koehler	JARDINE, MATHESON & Co., Ltd.	On 15th Aug. at 9 A.M.
TRIESTE, VENICE, VENICE via SINGAPORE, &c.	DEVANHA	Brit. str.	—	J. Robertson	BUTTERFIELD & SWIRE	On 24th inst. at 9 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hongkong
EMPERESS OF RUSSIA	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive
EMPERESS OF ASIA	Wed'day 5 Aug.	8 Aug.	9 Aug.	11 Aug.	13 Aug.	22 Aug.	27 Aug.	3 Sept.	26 June	3 July	9 July	20 July	21 July	23 July	29 July
EMPERESS OF JAPAN	Wed'day 19 Aug.	22 Aug.	24 Aug.	26 Aug.	28 Aug.	9 Sept.	17 Sept.	24 Sept.	10 July	17 July	23 July	6 Aug.	7 Aug.	9 Aug.	14 Aug.
EMPERESS OF RUSSIA	Wed'day 2 Sept.	5 Sept.	6 Sept.	8 Sept.	10 Sept.	19 Sept.	24 Sept.	1 Oct.	17 July	24 July	29 July	14 Aug.	17 Aug.	19 Aug.	25 Aug.
EMPERESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	24 July	31 July	6 Aug.	17 Aug.	18 Aug.	20 Aug.	26 Aug.
EMPERESS OF ASIA	Wed'day 30 Sept.	3 Oct.	4 Oct.	6 Oct.	8 Oct.	17 Oct.	22 Oct.	29 Oct.	7 Aug.	14 Aug.	20 Aug.	3 Sept.	4 Sept.	6 Sept.	11 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	Meals and Sleeping	£71.10
EMPERESS OF ASIA	Car Berth across	£65 —
EMPERESS OF INDIA	Canada £25 additional	£65 —
EMPERESS OF JAPAN		£43 —
MONTEAGLE		£45 —

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, A. Arntsen, 23rd July—Bangkok 17th July, Rice and Cotton—Chinese.

ANGHIN, German str., 1,002, 24th July—Swatow 23rd July, Rice—Butterfield & Swire.

CHINHUA, British str., 1,307, Findlayson, 24th July—Manila 21st July, General—Butterfield & Swire.

HALDIS, Norwegian str., 1,000, Jorgensen, 23rd July—Amoy 22nd July, General—Java-China-Japan Line.

Holsatia, German str., 4,155, Deinat, 24th July—Singapore 20th July, General—Order.

KWANTAM, Chinese str., 24th July—Canton.

KWANGSE, British str., 1,302, G. J. Spink, 23rd July—Swatow 22nd July, Bal-lin—Butterfield & Swire.

Prometheus, Norwegian str., 1,024, H. Jensen, 24th July—Bangkok 17th July, Rice—Thorsen & Co.

SIBERIA, American str., 6,550, A. Zeeder, 24th July—San Francisco 25th June, General—Pacific Mail S.S. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
July 24th.

DUNERIG, British str., for Bangkok.

Eigen, Norwegian str., for Dalay.

Elisbeth, German str., for Tientsin.

Hopang, British str., for Saigon.

Hyper, British str., for Saigon.

Maubang, British str., for Hongay.

Parkoi, British str., for Saigon.

Ponies, British str., for San Francisco.

Prinz Waldemar, German str., for Kobe.

Sosho Maru, Japanese str., for Anping.

Yochow, British str., for Port Wallut.

DEPARTURES.

July 24th.

ANNA, British str., for Liverpool.

CHINGHWA, British str., for Kwang Yen.

Dunbar, Norwegian str., for Bangkok.

GREGORY ARCAR, British str., for S'hai.

HAIYAN, British str., for Swatow.

KANOWH, British str., for Canton.

KOURSK, Russian str., for Odessa.

KWANGLE, Chinese str., for Canton.

KWANGSE, British str., for Saigon.

SOLVIG, Norwegian str., for Saigon.

TAIYO MARU, Japanese str., for Dairen.

Yei Maru No. 2, Jap. str., for Canton.

SHIPPING REPORT.

The British str. *Chinhua* reports: Fine and calm weather, smooth sea throughout trip.

PASSENGERS.

ARRIVED.

Per *Nigeria*, for Hongkong, from San Francisco, etc., Mrs. Arnold, Mr. N. Baltazar, Mr. J. Blum, Mrs. E. S. Cherry, Mr. J. A. Fenton, Mr. F. Ferreira, Mr. A. Furster, Mr. L. S. Humes, Capt. J. Hughes, Mr. and Mrs. R. C. Jones, Miss M. Jones, Master A. Jones, Dr. W. L. Kneudler, Miss H. de Lacey, Mrs. T. W. Lowe, Mr. H. F. Mapes, Mr. B. Mayer, Lieut. and Mrs. C. J. Miller, Mr. F. E. Moir, Mr. V. Moroni, Mrs. C. Noskey, Miss F. L. Orr, Mrs. L. B. Peirce, Miss R. Radcliff, Mrs. W. C. Scott, Mrs. F. L. Smith, Miss D. M. B. Smith, Mr. and Mrs. C. E. Spronson, Miss B. Spronson and Mr. W. T. Tuti.

LATEST STEAMER MOVEMENTS.

The str. *Dunera*, from Calcutta, left Singapore on the 23rd July, and may be expected here on or about the 28th July, a.m.

The A.L. str. *China* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July, a.m.

The str. *Livingston* left Amoy at daylight yesterday, and is due here about noon to-day.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated THE CHINA OVERLAND TRIP REPORT. Subscription, paid in advance. \$10 per annum. Postage 10 to any part of the World.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA—KUMSANG ... Saturday, 25th July, 2 P.M.

FOR MANILA ... "YUENSANG" ... Saturday, 25th July, 2 P.M.

FOR SHANGHAI via NINGPO ... "HANGSANG" ... Saturday, 24th July, 3 P.M.

FOR SINGAPORE, PENANG & CALCUTTA ... "LOVAT" ... Wed'day, 23rd July, 3 P.M.

FOR SHANGHAI and TIENTSIN ... "ESANG" ... Thursday, 24th July, Noon.

FOR SHANGHAI ... "CHIPSING" ... Friday, 25th July, 10 A.M.

FOR MANILA ... "LOONGSANG" ... Saturday, 1st Aug., 2 P.M.

FOR SHANGHAI, KOBE and MOJI ... "YATSHING" ... Wed'day, 12th Aug., Noon.

RETURN TOURS TO JAPAN.

The Steamers "Kumsang" and "Yuensang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is represented by the "Kumsang", "Yuensang", "Lovat", "Yatshing" and "Chipsing" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These routes have all modern improvements and are fitted throughout with Electric Light.

A only qualified seamen are also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 25th July, 1914. [11]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	56.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 25TH JULY, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

SUNDAY, 26TH JULY, 1914.
10 p.m. FATSHAN. 4 p.m. HEUNGSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26TH JULY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 8 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

PACIFIC MAIL S.S.CO.

OPERATING MODERN HIGH-POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA ... Sailing SUNDAY, 2nd Aug. at 1 p.m.
CHINA (via Manila) ... WEDNESDAY, 12th Aug. at Noon
MANCHURIA ... TUESDAY, 18th Aug. at 1 p.m.
NILE (via Manila) ... TUESDAY, 1st Sept. at Noon

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Manoli, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—soft water swimming tank, fill-ins orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

VIA KEELUNG, MOJI, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA AND VICTORIA, B.C.

Steamer Captain Leaving
"TACOMA MARU" ... T. Hamada ... THURSDAY, 6th Aug. at 4 p.m.
"PANAMA MARU" ... J. Kanoo ... WEDNESDAY, 19th Aug. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving
"MALAY MARU" ... K. Sakawa ... THURSDAY, 30th July A.M.

FOR FOCHOH VIA SWATOW AND AMOY.

Steamer Captain Leaving
"KAISO MARU" ... Y. Yamamoto ... THURSDAY, 30th July, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving
"DALIN MARU" ... K. Murakami ... SUNDAY, 26th July, at Noon.
"DAIGI MARU" ... S. Tokuhige ... SUNDAY, 2nd Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving
"BOSHU MARU" ... K. Hattori ...

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to Y. ASAI, MANAGER, Second Floor No. 1 Queen's Building.

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO
TO MARSEILLES, HAVRE, BREMEN, HAMBURG AND NEW YORK
and from MANILA, HONGKONG and JAPAN to
VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"HOLSATIA"	25th July
" " " "	"SCANDIA"	14th Aug.
" " " "	"SITHONIA"	23rd Aug.
" " " "	"LIBERIA"	11th Sept.
" " " "	"ALTMARK"	18th Sept.
" " " "	"ARABIA"	9th Oct.
" " " "	"WUERTEMBERG"	16th Oct.

VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)

"ANDALUSIA" ... 2nd Aug.
"BELORANIA" ... 17th Sept.
"BRASILIA" ... 12th Oct.

HAVRE, EMDEN, HAMBURG & ANTWERP ... "SILESIA" ... 27th July.
MARSEILLES, HAMBURG & ANTWERP ... "BOERDE" ... 29th July.
HAVRE, BREMEN & HAMBURG ... "MARKOMANNIA" ... 11th Aug.
HAVRE, BREMEN, ROTTERDAM, HAMBURG & ANTWERP ... "O. J. A. HILERS" ... 22nd Aug.
MARSEILLES, HAMBURG & ANTWERP ... "BENEGAMBIA" ... 26th Aug.
HAVRE, HAMBURG & ANTWERP ... "DORTMUND" ... 1st Sept.
GENOA, HAVRE & HAMBURG ... "HOLSATIA" ... 10th Sept.
HAMBURG & ANTWERP ... "SAXONIA" ... 12th Sept.
HAMBURG & ANTWERP ... "SCANDIA" ... 21st Sept.
ROTTERDAM, HAMBURG & ANTWERP ... "SACHSEN" ... 30th Sept.
HAMBURG & ANTWERP ... "SITHONIA" ... 1st Oct.

BOSTON & NEW YORK ... "C. F. FERD. LAEISZ" ... 15th Aug.

For Further Particulars, apply to—
HONGKONG, 24th July, 1914. HAMBURG-AMERIKA LINIE, Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase	12,000	WEDNESDAY, 26th July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	HIRANO MARU Capt. Fraser	16,000	WEDNESDAY, 12th Aug., at 10 a.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Teratoka	12,500	THURSDAY, 20th July, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Numa	12,500	THURSDAY, 13th Aug., at 4 p.m.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. E. Takeda	9,600	WEDNESDAY, 26th July, at Noon.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 26th Aug., at Noon.
MOJI and KOBE	TOSA MARU Capt. Yoshikawa	12,500	SATURDAY, 25th July.
NAGASAKI, KOBE and YOKOHAMA	JINSEN MARU Capt. Terada	5,000	MONDAY, 2nd Aug.
KOBE and YOKOHAMA	RANGOON MARU Capt. Kamachita	12,500	WEDNESDAY 10th Aug.
	KANAGAWA MARU Capt. Torawa	12,500	FRIDAY, 14th Aug.
	KUMANO MARU Capt. Soyeda	16,000	TUESDAY, 26th July, at 5 p.m.
	KAMO MARU Capt. Shimizu	30,000	WEDNESDAY, 26th July, at 11 a.m.

5 Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES.

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 months, commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return	Return	Return	Return	Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. [3-9-14]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer from	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SEAFO. HAI	HONG. KONG.	to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
July 23	DEVANHA	July 23	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MAIWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALLOJA	Oct. 23	Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES. The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65. Return £97.	Accommodation Single £61. Return £91.
2nd Saloon "A"	" " " £59. " £89.	" " " £55. " £85.
3rd Saloon "A"	" " " £44. " £66.	" " " £40. " £60.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POHN	Due at M'VILLE	Due at LONDON
	about	about	about	about	about	about
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 8	Sept. 20
MYLA	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
ALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAHUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:
1st Saloon £46 Single; £70 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT, SUPERINTENDENT.

NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERA, LISBON, SOUTHAMPTON, ANTWERP AND BREMEN	"PRINZ EITEL FRIEDRICH"	16,000	Wed. day, 5th Aug., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"PRINCESS ALICE"	20,300	About Wed. day, 5th August.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR"	3,102	Saturday, 8th Aug., at 3 p.m.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Saturday, 15th Aug., at 9 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about
"TUEBINGEN"	3rd Aug.
For DUESSELDORF, ROTTERDAM & BREMEN	S.S. "TUEBINGEN"
	about middle of Sept.

For Further Particulars, Please apply to—
NORDDEUTSCHER LLOYD
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